

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, SEPT. 10, 1908.

NO. 4

VOL V

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PREDICTS RAILROAD WAR ON DESCHUTES

Portland Paper Interviews
J. D. Porter

SAYS RAILROAD UP DESCHUTES IS CERTAIN

Contracting Firm on North Bank Road
Has Purchased Oregon Trunk
Line Survey.

J. D. Porter, one of the three Porter brothers, railroad contractors who for some years have been building or starting railway lines throughout the Pacific northwest and turning them over to J. J. Hill, stated this morning that a railroad through the Deschutes river canyon to Bend is a certainty. His story, when analyzed, fully bears out the story of yesterday that Central Oregon is to see a great struggle between Hill and Harriman for entrance into one of the richest districts in the state and that there is to be one of the most spectacular races on record between the two interests for control of the situation, says the Portland Journal.

Although Mr. Porter denies that Hill has bought the Oregon Trunk Line and that Hill's surveyors have been thrown into the field to lay out a Hill line into Central Oregon by way of the Deschutes pass, he virtually admits as much by inference.

Mr. Porter states in so many words that he himself and his brothers are the owners of the Oregon Trunk, though he denies that Hill's money bought the road. He says that a road is to be built through the Deschutes, but is not very clear as to who is to build this road, which he says will be of inestimable value, not only to Central Oregon, but particularly to Portland. And he states that there is no other way into Central Oregon from this side except through the Deschutes river canyon.

Mr. Porter says that the two parties of surveyors which were thrown into the field last Saturday, in addition to the Harriman forces already there, are not his men. The inference, therefore, is plain that they are Hill's men.

The Porter brothers, W. F. Nelson, from whom they bought the Oregon Trunk Line, and W. N. Bethel, locating engineer of the North Bank, held a conference at The Dalles something over a week ago. The recent sudden activity toward Crook county is apparently consequent upon that conference. Since Porter states emphatically that the parties of surveyors are not his own, they must be Bethel's. And W. N. Bethel is Hill's engineer. Ergo, the surveyors must be Hill's.

James J. Hill is not surveying a road into Central Oregon without a more or less definite intention of building it— which means a violation of his part of the tacit agreement that he would confine his operations to the North bank of the Columbia. Consequently the assembling of Hill men, such as the Porters, Bethel, Nelson and others.

J. D. Porter denies that he is a Hill man. But he certainly is not a Harriman man—and no one can have the faintest idea that the Porters have any intention of building the line themselves. For years they have been working for Hill, backed by Hill money and building lines which, on or before their completion, were absorbed by the Hill system.

Harriman is already in the state "purely on a vacation," and Hill has promised to be here to attend the chamber of commerce banquet to celebrate the opening up of the Spokane, Portland and Seattle road. Something is due to drop before long.

SALE OF OREGON TRUNK DECLARED UNTRUE

Hill Said Not to Have Bought Surveys
And Rights of Way Up Deschutes Canyon.

In an interview given the Portland Oregonian, W. F. Nelson, promoter of the Oregon Trunk Line, denies that the Hill interests have purchased the right-of-way up the Deschutes. The denial follows:

Exasperated by the statements that Hill interests have purchased the Oregon Trunk railroad surveys and rights of way, W. F. Nelson, V. D. Williamson and J. D. Porter, emphatically deny that either Mr. Hill, Mr. Harriman, or

any other railroad interest has any part in the purchase. They blame an evening newspaper for the false reports and they deny that the Oregon Trunk surveys and rights of way have been purchased by Porter Bros., railroad contractors, who constructed a part of the North Bank road. J. D. Porter, a member of the firm, has purchased only a minority interest in the Oregon Trunk, W. F. Nelson, president of the property for the part three years, and V. D. Williamson holding a majority of the stock. Furthermore, the owners of the property have not promised they would construct the line at once. They are now checking over the original surveys to see that they are correct, and to learn if the route is such that it is practicable for a railroad. They state frankly that they may or may not build the line.

In the stories of Hill's having purchased the road, the engineer who is examining the old surveys, W. N. Bethel, was characterized as a Hill surveyor, and this was used as final proof of the designs of the "Sage of St. Paul" upon Central Oregon. Mr. Bethel is not a Hill surveyor. It is true he worked for the Hill roads at one time, but he has not been employed by them for the past three years.

"Not only have there been no negotiations or purchase by the Hill people," declared President Nelson, "but there is no understanding or intimation that the Hill people will purchase the line under any possible circumstances. The story is without any foundation whatever."

V. D. Williamson also declares that the story of the Hill purchase is utterly false and does great injustice to Mr. Hill as well as to the Oregon Trunk. Mr. Williamson is a millionaire of New York, formerly of Spokane, whose father owned a large part of Portland at one time.

Mr. Porter made an emphatic denial that he was acting for Hill in acquiring an interest in the road. Prominent Hill officials in discussing the reported purchase of the Oregon Trunk say that they never even heard of the property.

Neither Mr. Porter nor Mr. Williamson is said to be wealthy enough to construct the road on their own resources if they so desired. The surveys extend for 160 miles South from the mouth of the Deschutes river. Rights of way have been secured for a large part of the distance. The route is one that commends itself as an easy line into interior Oregon. For the first 50 or 75 miles, however, but little business could be expected because the road would run through a deep canyon with scant productive country adjacent.

PRINEVILLE TOLD TO BOIL WATER

Prineville, Or., Sept. 1.—The Prineville Light & Water Co. today notified all water-users in this city to boil the water before domestic use. This action is taken as the result of an analysis just made by the State Bacteriologist, who reports finding the bacillus coli in the water, a germ that causes a stomach trouble, from which ailment many local people have been suffering. This is not a typhoid germ, so there is no danger of an epidemic. Prineville's water supply is derived from deep artesian wells, so the fault is believed to be in the mains. Two years ago Shaniko, Or., suffered similarly, and the breeding place of the germ was found in a six-inch scum on the interior walls of the town reservoir.

ITEMS FROM OUR EXCHANGES

The new county court, presided over by Judge H. C. Ellis of Bend, is in session for the first time this week.—Prineville Journal.

W. H. Kilmer of Seattle, Wash., has purchased the U. S. Cowles sheep ranch East of Madras on the old Haycreek road, comprising 1100 acres, and will occupy the place with his family. He will raise blooded cattle and hogs. He expects to take up his residence there in the next two or three weeks. The price paid for the place was in the neighborhood of \$10,000. The sale was made through Ora VanTassel of Madras, and principals to the deal were in this city last week arranging the transfer of the property.—Crook County Journal.

R. D. Powell, living five miles up McKay creek, has bought a \$950 threshing machine for alfalfa, and will thresh out 100 acres this fall on his own place. Next year he intends to thresh for his neighbors. The alfalfa thresher introduces a new industry into Crook county agriculture, as the alfalfa seed is too fine for the ordinary thresher.—Prineville Journal.

Bend people returning from the valley report that the sentiment in this section regarding railroad building into Central Oregon is very calm and quiet compared with what you find in the Willamette valley. People there are greatly wrought up over the matter, consider the extension a settled affair, and are greatly pleased over the prospects.—Bulletin.

HARRIMAN RENEWS PROMISE OF ROAD

Route To Be Chosen Not
Announced

NEIGHBORLY AGREEMENT WITH HILL LINES

Railroad King Is Entertained in Portland And Tells About Promised Extension.

E. H. Harriman, railroad king and Wall Street magnate, was in Portland last Saturday. He has been spending a month in Oregon at his hunting lodge on Pelican bay in search of rest and recreation, and at the end of his vacation spent a day in Portland before his departure for the East via San Francisco. While in Portland Mr. Harriman was tendered an informal reception at the Commercial Club, and in a short address he renewed his promise of the immediate construction of a railroad into Central Oregon. The Central Oregon road and the Tillamook road are to be the first of the new Harriman projects to be put through, and a number of other lines are to be built as soon as practicable.

The renewal of Mr. Harriman's recent promise to build a line into Central Oregon at once, follows a conference held at Pelican Bay with a number of high officials on the Harriman lines on this coast, and although it is alleged that Mr. Harriman has made similar promises on former occasions, it is generally believed that there will be no further delay in the construction of the extension into the central portion of the state. No announcement has been made as to the route to be chosen into Central Oregon, although it is quite likely that was among the matters settled at the Pelican Bay conference. While at Portland Mr. Harriman was asked for an expression on that subject, but he replied, "We are keeping that to ourselves." However, if the line is to be built at once the public will not long be kept in suspense, for Central Oregon is in the lime-light since the Harriman announcement, and activity on any of the extensions will immediately draw the attention of the press.

It is thought by many who are heavily interested in Central Oregon, and who have kept in touch with recent railroad developments, that neither the Corvallis & Eastern nor the Columbia Southern will be extended, but that the Deschutes route will be chosen. The reason for this is that the Deschutes canyon offers the best possible route into this section, and neither the Corvallis & Eastern nor the Shaniko road would be able to compete successfully for the traffic of this section with a line built up the Deschutes, which line would eventually be built anyway should Mr. Harriman decide to extend one of the others. And for this reason it is reasonable to expect that he will choose the best possible route into this territory.

This phase of the railroad situation will arouse much speculation as to who is behind the present activity in the Oregon Trunk Line. It is denied by the promoters that Hill is the moving spirit, and during his address at the Commercial Club in Portland last Saturday Mr. Harriman took occasion to intimate that there was a harmonious neighborly agreement between his lines and the Hill interests, which, if true, entirely dissipates the belief that Hill was seeking to invade the Harriman territory by a line up the Deschutes.

HAY STRUCK BY LIGHTNING

Lightning struck a stack of hay belonging to Jesse Eads in the Haystack neighborhood last Sunday morning, and catching fire, it and an adjoining stack were destroyed before the fire could be extinguished. There were four stacks standing near each other, but two of them were saved with the assistance of some of Mr. Eads' neighbors, who hurried over as soon as they saw the smoke from the stack afire. Mr. Eads did not learn of his loss nor of the valuable assistance of his neighbors until after the stacks were consumed, as he was away at some distance visiting in that vicinity. The lightning bolt struck the haystack during the severe electrical storm which was in progress Sunday forenoon, and a number of other times the lightning struck uncomfortably close.

DENTIST COMING—I will be in Madras October 6th, prepared to do all kinds of dental work.—Dr. Harold Clark.